

COMMERCIAL AVIATION

— AIRLINES — AIRPORTS —



THE SINCEREST FORM OF FLATTERY: Remembering the success with which D.L.H. have operated their regular night mail service between Berlin and Croydon, it is not surprising that British Airways have acquired two Junkers Ju. 52 machines for their Continental night mail. These were originally ordered by A. B. Aerotransport and have P. and W. Wasp engines—with Hamilton v.p. airscrews—in place of the more normal B.M.W. Hornets. The first British Ju. 52 is seen here taxiing out at Gatwick for its initial test flight with Mr. Campbell-Orde, the company's operational manager, on board. (*Flight* photograph.)

THE WEEK AT CROYDON

Expansion : Petition : Investigation : Co-operation : Persuasion

I AM very glad to say that M. Bouderie, the Croydon manager of Air France, who underwent an operation last week, is progressing extremely favourably. M. Bouderie is one of the very senior managers in England and, before Croydon existed, he represented French aviation interests at Hounslow. During his absence, which may still last as long as a couple of months, Mr. Daubigny will be in charge at Croydon.

Residents in the neighbourhood of the Airport, notably those living in or near Hillcrest Road, have apparently got up, signed and had printed a "monster petition" which will no doubt go down in history as an example of prejudice against commercial aviation. The good villagers around the airport state, quite amazingly, that foreign aircraft are not under such good control as British, a statement which is neither polite nor accurate. The apt quotation regarding this document seems to be that in it "the rude forefathers of the hamlet lie."

Rollason Aircraft Services is expanding rapidly and I hear that Mr. John Kenworthy has joined the firm. Mr. Kenworthy, who will be in charge of the Detail Section (Air Ministry contracts) is an Associate Fellow of the Royal Aeronautical Society and, incidentally, a B.Sc. Another pioneer member of the aeronautical fraternity, he was at the old Royal Aircraft Factory, Farnborough, as early as 1911, since when, some people would have us believe, no particular progress has been made there—though I can hardly believe it myself.

Last week, to my regret, I said that Mr. E. J. Hill was employed by Wrightways, but this is not now the case. Mr. Hill flies for Mr. E. G. H. Forsyth, owner of a Miles Falcon which is equipped with two-way radio and Sperry instruments. Incidentally, the machine may be hired at any time for any sort of special charter work.

Last Sunday Capt. Youell, flying a special D.H.86, left

Croydon for Berlin with four senior R.A.F. officers, Air Vice-Marshal C. L. Courtney, Air-Comdre. D. C. S. Evill, Wing-Cdr. M. Moore, and Wing-Cdr. R. V. Goddard. This is the first official British mission to Germany, at the invitation of General Goering, to inspect the new German Air Force. It seems typically British that they left in plain clothes, and one wonders if they had uniforms with them. The Air Force uniform, since they took away the black field boots and issued that depressing little cap which nobody appears to know how to wear smartly, is indeed dowdy, but in Germany, of all places, uniforms should be worn, and worn with an air. Anyway, these officers are to see all that may be seen in the skies, on the earth, and, perhaps, under the earth as well.

Swiss Charters

Capt. "Bill" Ledlie, popular chief of Personal Air Services, has arranged for occasional special charter flights between Zurich and St. Moritz, I am informed. D.H. Rapides will be used and a landing will be made at St. Moritz on the frozen lake. This seems to be an example of cordial co-operation between countries, for normally a British enterprise would need to have one terminal on British soil. In this case Swissair machines will link London and Zurich with the normal service, and it appears that Herr Mittelholzer, the famous flying director of Swissair, is sponsoring the idea. An experimental flight was made last week with Herr Mittelholzer as a passenger in the Rapide. The distance is about ninety miles, I believe, and the flight takes about half an hour, as against about six hours by surface transport.

Irish Sea Airways' London-Dublin service is steadily winning popularity by its speed and regularity. Enthusiasm takes much the same practical form as it did ten or